



USE OF OTHER FUNDING

There are other funding sources available for local transport. The Partnership will make use of these funds to enhance the funding available through LTP capital or the authorities' own resources.

OTHER CAPITAL EXPENDITURE

In addition to the LTP capital allocations from the DfT the authorities will make use of other internal capital funds for integrated transport and maintenance purposes. These funding sources will continue to be utilised in LTP2 to complement Integrated Transport/Maintenance funding. For example:

In 2005/06 Calderdale is providing £0.32m (£0.95m over 2 years) as part of a LPSA relating to stretched targets on highway conditions on unclassified roads.

In 2005/06 Kirklees is providing:

- £4.0m on unclassified roads and pavement improvements;
- £1.0m on drainage capacity improvements;
- £0.4m on street lighting;
- £0.59m on safer roads;
- £0.25k on UTMC maintenance;
- £0.2m on walking and improving mobility;
- £0.35m on street scene improvements;
- £0.5m on community traffic projects; and
- £0.2m on CCTV and security upgrades

In 2005/06 Leeds is providing

- £8.0m on highway maintenance (this more than compensates for the low revenue allocation); and
- £1.4m on private street works

Wakefield has a commitment for three years to provide £1.5m for highway maintenance.

OTHER DfT FUNDING

THE TRANSPORT INNOVATION FUND

The Partnership welcomes the January 2006 TIF Guidance. This Guidance provides greater clarity about the operation of the Fund and additional guidance for bidders.

We particularly welcome the references to the role of partnership working between the DfT and local transport authorities through a TIF partnership and the prospect for sharing information and knowledge between central and local government.

Demand management is part of the core strategy for the LTP2. The

work on the longer-term vision for the Leeds City Region identifies the need to both improve connectivity to, from and within the City Region and to optimise the use of the transport system through demand management measures. This approach will require a comprehensive package of measures and a more holistic approach to network management (highway and public transport) than is possible through the technologies currently employed. The longer-term package will also require a means of achieving a better alignment of bus and rail service provision with economic priorities and the requirements of accessibility planning. Our LTP2 demand management strategy recognises that it is almost inevitable that congestion will increase to a point where more radical demand management measures are needed and the TIF bid will explore the point at which this is likely to happen and the range of options available.

The Partnership intends to enter into a close dialogue with the DfT and Government Office for Yorkshire and the Humber regarding a pump-priming submission (for the July 2006 deadline) that would seek to develop our understanding of the range of possible future interventions and how these relate to conditions within communities in West Yorkshire. This would lead to the promotion and implementation of a package of measures directed at sustaining and improving economic performance in West Yorkshire and the City Region. These discussions will include options to build upon the strong platform we already have with road-space allocation, RTP1, UTMC systems and smarter measures

The Partnership has had successful and productive experience of trans-national exchanges through the North Sea Interreg Programme and would also like to explore the potential for working through the future Interreg programme with EU partners (such as Bremen and Gothenburg) in developing an understanding of the use of pricing and other regimes to optimise network utilisation and influence travel choices whilst maintaining the connectivity and accessibility required for economic performance and social inclusion.

Following the publication of updated TIF Guidance in January 2006, the West Yorkshire LTP Partnership will co-ordinate the development of a pump priming funding proposal for a July 2006 proposal. The development of a locally supported and strong proposal will be based on dialogue with the DfT/Government Office for Yorkshire and the Humber (March/April), consultation with District Leaders (April), collection of evidence and data (April/May), the ongoing formulation of a proposal and the approval of a final submission by District Leaders in July.

RURAL BUS SUBSIDY GRANT

This is used to subsidise non-commercial bus services in rural areas. Metro received over £990,000 in 2004/05.

KICKSTART/CHALLENGE FUNDING

The aim of Kickstart is to pump-prime new bus services, or bus service improvements, which will increase bus patronage and



develop services as an alternative to car use. Funding will be given to projects which have a clear prospect of becoming commercially viable, or otherwise fully self-sustaining with a guarantee of local authority subsidy or other sources of funding.

Kickstart has replaced the Rural and Urban Bus Challenge schemes. The Rural Challenge scheme has been successfully used in West Yorkshire over recent years for a number of new bus services, including demand responsive services.

However, it is possible that Kickstart will not continue through LTP2. If this is the case it will be replaced by other Challenge funding.

NEIGHBOURHOOD ROAD SAFETY INITIATIVE (NRSI)

The DfT launched the NRSI as part of the Government's "Dealing With Disadvantage" programme. Its purpose is to find fresh and innovative ways to reduce road casualties, particularly those involving children from disadvantaged backgrounds. Fifteen local authorities are taking part including Bradford in West Yorkshire. The Government has provided around £20m for NRSI, over 2 years (2004/05 and 2005/06); with Bradford's allocation being £1.16 million.

NEIGHBOURHOOD RENEWAL FUNDING

Neighbourhood Renewal Funding is available for renewal and regeneration schemes. The funding is only available in SOAs which have a certain level of deprivation.

While in the previous financial year the Partnership (excluding Calderdale) gained £25.6 million, experience suggests that the actual allocation which is decided by Local Boards is rarely allocated to transport. An exception here is Wakefield, where several thousand pounds were committed to supporting Community Transport in the South East area of the district over a period of three years. This included a bus vehicle funded with LTP capital. LTP2 is an opportunity for improved partnership working here.

OPERATOR FUNDING

The average age of the bus fleet in West Yorkshire in 2005 is 8.6 years. The industry has a target of 8 years. Known investment plans suggest that the average age of the fleet may increase during the early years of LTP2. Faster implementation of the YBI may offer an opportunity to unlock greater investment in vehicles.

For rail, the Northern franchise does not provide for any significant new investment apart from limited match funding available from Northern and the SRA for physical access improvements, which we will aim to unlock through LTP partnership investment.

First Trans-Pennine are investing in new trains. The new GNER franchise offers the prospect of investment in new trains and both franchises offer the prospect of investment in rail stations and infrastructure during LTP2. We will work with these train operators to maximise the benefit of this funding to West Yorkshire.

YORKSHIRE FORWARD

Yorkshire Forward (the Regional Development Agency for Yorkshire and the Humber) has a number of funding pots that may be used for transport purposes, e.g. supporting travel to work and Community Transport initiatives.

RENAISSANCE TOWNS

Parts of Huddersfield, Halifax, Bradford, Airedale, Wakefield and the 'Five Towns' all have funding from this initiative. Most of the transport related expenditure so far has been on streetscape improvements.

MARKET TOWNS

Todmorden, Marsden and Slaithwaite have funding under this initiative. Streetscape and traffic management measures have already been implemented in Todmorden. Studies are currently underway for the other towns

SUB-REGIONAL INVESTMENT PLAN

The regional and sub-regional economic investment planning process offers an opportunity to harness capital and revenue funding for transport projects delivering economic benefits. Projects brought forward by the transport commissioning group to date have been carefully aligned with the development of the LTP2 programme.

These include an £8million funding for additional rolling stock for rail services in West Yorkshire and two travel to work projects (West Yorkshire Travel for Work and West Yorkshire Community Connect).

NORTHERN WAY

£12m has been allocated to transport by the Steering Group as part of the Northern Way strategy. There may be more funding available from this source for transport in the future. Metro has led the development of Leeds City Region work, which has identified a number of pan-regional schemes, which will benefit from this funding stream.

RURAL TRANSPORT FUNDING

Yorkshire Forward has recently taken over the funding of Rural Transport Partnerships and their projects from the Countryside Agency. Information on what funding will be available in the future is slowly being released. It is anticipated that bids for this funding will be made.

The three Rural Transport Partnerships in West Yorkshire have successfully introduced a number of innovative projects in recent years using rural transport funding. Some of the bus schemes have been introduced with the support of the DfT's Rural Bus Challenge funding.

EUROPEAN OBJECTIVE 2 FUNDING

Although there has been funding for transport schemes in the past, in recent years most of the funding has been allocated to other projects.



EUROPEAN INTERREG PROGRAMME

The implementation of LTP1 was supported by funding from the North Sea region Interreg IIIB programme. Metro was the lead partner for the TARGET project that developed and promoted the use of sustainable transport modes through transnational co-operation with partners (Goteborg, Bremen, Odense and Euregio Schedelmond).

Activities supported by Interreg funding included a car club in Leeds, the development of SAFEMark and Junior SAFEMark initiatives and a range of cross-boundary initiatives between West Yorkshire and the Yorkshire Dales National Park.

Metro is working with potential local and EU partners to develop further proposals for Interreg funding to complement the LTP2 strategy and proposed investment programme.

LOCAL AREA AGREEMENTS

Bradford Council is one of the national pilots for LAAs, which aim to simplify funding streams, facilitate better partnership working, and focus on key objectives. This now includes the 4th block of economic development and enterprise.

The development of future LAAs will consider how funding from different sources can help to support the role that transport has in meeting wider economic, social and environmental objectives. Most of the West Yorkshire authorities are developing LAA bids.

PRUDENTIAL BORROWING

The Partnership is able to incur additional borrowing with the debt charges and repayments funded through future revenue streams. Consideration will be given to the extent to which prudential borrowing could support the programme developed within the Planning Guideline assumptions.

DEVELOPER CONTRIBUTIONS

Developers often contribute to the funding of transport projects. Most of this is directly for works to allow developments to proceed. The overall amounts can be quite large, for example in a typical year Leeds receives around £5million in developer funding. The vast majority of these are fully funded schemes, although some are linked to adjacent LTP schemes.

Opportunities exist to provide a more formalised and stronger framework for developer contributions in the forthcoming LDFs. These opportunities will be maximised in the development of LDFs. In the meantime Metro has worked with the district authorities to produce technical guidance for new development and public transport contributions (Appendix L).

GRANTS FROM OTHER BODIES

Grants from other bodies have been used for a number of years and will continue to be used where available. Examples are:

- Heritage Lottery funds used in Todmorden, Halifax and Huddersfield town centres; and
- Sustrans (through the New Opportunities Fund) contributed to cycling schemes, notably Calder Valley cycleway, Hebble Trail and the Horbury to Wakefield cycle route.

The Partnership will seek to maximise the use of external funding to complement LTP2 investment and increase overall value for money.